

Site Selection

In August 2003, the Washington State Department of Transportation (WSDOT) began building a steel and concrete facility near Port Angeles for casting concrete pontoons and concrete anchors. Once the pontoons and anchors were built they would be towed from the Port Angeles facility to the Hood Canal Bridge, where they would be installed to replace the existing 1961 era pontoons that make up the east portion of the bridge.

When crews began grading the site, they discovered human remains and cultural artifacts of the Lower Elwha Klallam Tribe and its ancestors. The discoveries led WSDOT, the Lower Elwha Klallam Tribe, and other state and federal agencies to undertake an extensive archaeological recovery effort at the site. As the recovery effort continued, many more archaeological discoveries were made. As a result, the Tribe asked WSDOT to leave the site on December 10, 2004. On December 21, 2004, WSDOT announced its intention to pursue construction elsewhere.

On December 22, 2004, WSDOT requested proposals for commercial waterfront property available for lease or purchase within Puget Sound. In the solicitation, WSDOT identified the preferred site size, design requirements, launching methods, and the site evaluation criteria.

WSDOT received 18 proposals. The sites are located within Puget Sound and Grays Harbor County as shown on the potential sites map (opposite page). The proposals were reviewed and supporting technical data were obtained by a WSDOT team made up of bridge engineers, geologists, environmental engineers, biologists and consultants. The WSDOT team visited the properties and in some instances requested additional information from submitters.

Based on WSDOT’s engineering and environmental evaluation of the sites, WSDOT has identified three preferred sites for pontoon and anchor construction. The preferred sites include the Port of Everett South Terminal, Port Ludlow Quarry, and properties presented by the FCB Facilities Team. Over the next several months, these sites will be evaluated further during the process of due diligence.

Photos are available in the Site Selection Report PDF online at www.hoodcanalbridge.com.



Concrete Technologies – One of the FCB Facilities Team partners.



Port Ludlow Quarry, Mats Mats Bay, Jefferson County



Port of Everett, South Terminal Snohomish County.



East-half approach to Hood Canal Bridge.

Hood Canal Bridge Retrofit and East-half Replacement Project

WEST-HALF RETROFIT COMPLETION: 2005
EAST-HALF REPLACEMENT COMPLETION GOAL: 2008

Project Schedule Summary

FEBRUARY IN REVIEW

Bridge Site

- Shaft 1N installation completed
- West approach access completed
- Concrete column placement completed on Pier 6 and Pier 8
- Anchor cable replacement advertised to bidders

Graving Dock Site

- Site Selection report completed (see back page for details)

Short-term Goals

- Pursued Phase 1 project delivery plan
- Refined new business structure
- Addressed key policy issues concerning Port Angeles graving dock
- Prepared for negotiations with contractor

Public Information

- Supported announcement of the pontoon construction site selection process
- Ongoing web page updates and published electronic newsletter
- Coordinated ongoing outreach with local community regarding 2005 three-day closures
- Negotiated marketing scope with Demich Group to support three-day closure outreach

NEXT STEPS

Bridge Site

- Start west-half deck widening on the north side of the bridge on March 15
- Complete concrete crossbeam placement on Pier 7 and Pier 9
- Complete Pier 1 and Pier 10 excavation and preparatory work for crossbeam placement
- Complete east-half approach span scaffolding construction

Graving Dock Site

- Due diligence for three preferred sites listed in Site Selection report (see back page for details)
- Establish design teams

Short-term Goals

- Re-start design work by March 15
- Negotiate contract changes with Kiewit-General
- Develop new contract documents
- Update finance, reporting and delivery plans

Public Information

- Mats Mats Bay community outreach — first meeting scheduled for March 16
- Update draft communications plan by end of March
- Add photo gallery to web site by April
- Start three-day closure outreach planning efforts in March

This report highlight updated information regarding the Hood Canal Bridge Project. Additional information may be obtained from WSDOT’s Olympic Region Communications Office at (360) 357-2789.

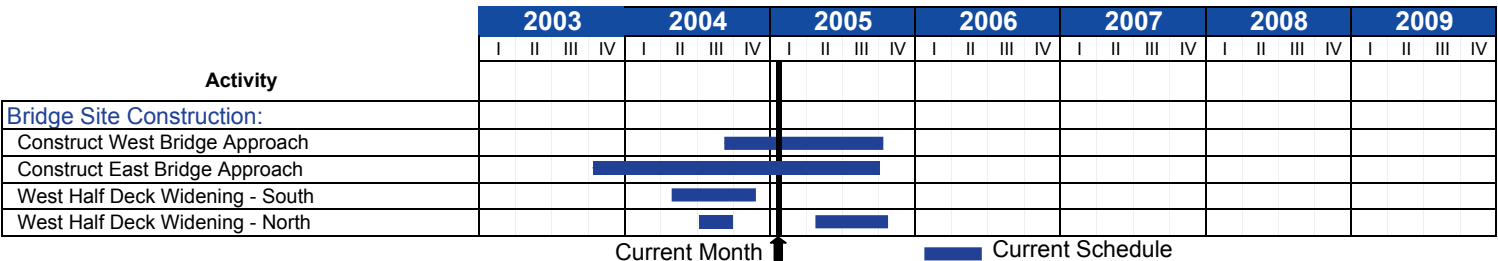
For more information about the Hood Canal Bridge Project, visit the HCB web site: www.hoodcanalbridge.com

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Work at the Bridge

Approach Span Progress

East Approach

- All pier columns on the east approach are complete.
- Pier 6 and Pier 8 crossbeams were poured.
- Pier 10 excavation in preparation for crossbeam placement is in progress.
- Began scaffolding erection for construction of the new bridge approach structure.
- Erosion control and spill prevention.

West Approach

- Installation of drilled shafts for Pier 1 and Pier 2 continued.
- Excavation for Pier 1 crossbeam is in progress.
- Concrete was poured for the bases of Shafts 1S, 3N, and 3S.
- Drilled hole and placed reinforced steel for Shaft 1N.

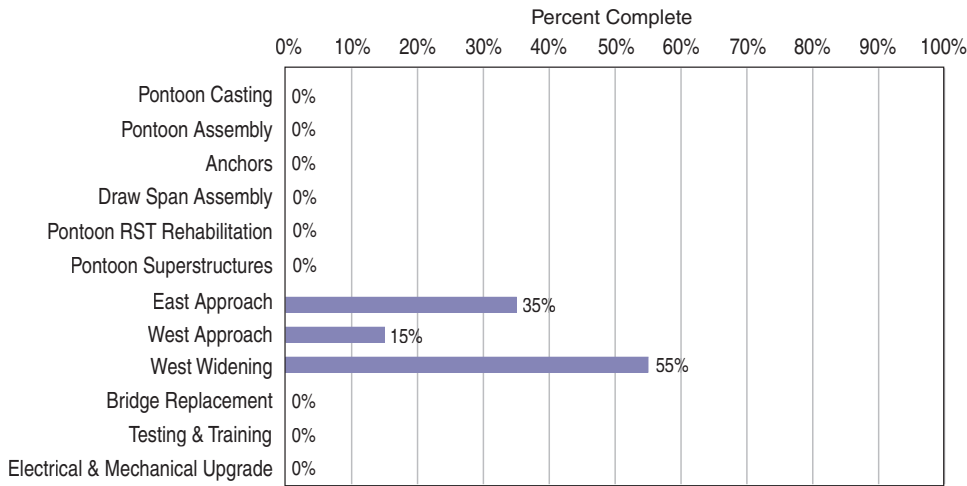
Environmental Progress

February marked the beginning of the fish closure window on the west side of the canal. In-water work will resume in mid-July.

Battelle Environmental installed four light sensors on February 17; two were placed underneath the southeast work trestle and two underneath the northeast work trestle. Biologists will use the data gathered over six weeks to determine if the light levels under the trestles are high enough to facilitate fish movement and eelgrass growth.

Project Site Completion Status

Bridge Site Activity



Source: WSDOT Hood Canal Bridge office



Working on Pier 6 crossbeam.



Pouring Pier 8 crossbeam.

Fabrication

A big part of the project is fabrication of the transition span sections. This work is done in Mississippi and Texas by fabricators who have experience building the special steel tubes needed.

Assembly

Once completed, the transition span sections will be moved by rail to Vancouver, Washington. Another fabricator will assemble them to their finished size of 280’ long by 67’9” wide by 35’ tall. The finished transition spans will be barged to the bridge site once the pontoon work is completed.



Existing transition span.



Proposed transition span.

FINANCIAL PICTURE

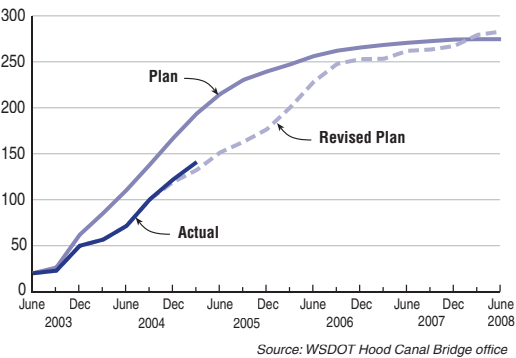
Project Cost Summary

Expenditures as of February 2005 (in millions)

Project Cost Summary	Budgeted	Expended
Preliminary Engineering	\$ 12.4	\$ 12.1
Right-of-Way	7.7	6.8
Construction	285.0	122.2
Total	\$295.1	\$141.1

Project Cash Flow

Planned vs. Actual Expenditures (Total Project Cost)
Dollars in Millions



Source: WSDOT Hood Canal Bridge office

THREE-DAY CLOSURES

Two three-day closures are required to move new east-half and west-half bridge approaches in place. Based on the contractor’s latest schedule update, the closures would be Aug. 5-9 and 26-30. As this event is still six months away, these dates are subject to change. The contractor is required to provide notice six weeks prior to bridge closure. A communications plan is underway to help the community prepare for this event.

COMMUNICATIONS PLAN

Key Messages

- Travelers can still get to the peninsula easily.
- Major progress milestone has been achieved.
- Innovative technology allows for short closures.
- Opportunity to become better ready for 8-week closure.

Spring

March: Information to tourism trade publications. Letters to community groups. Establish community partnerships.

April: Design community outreach video and presentation materials. Set community outreach schedule.

May: Design print materials to go to community. Road signage plan.

June

Week 1: Expand closure information on the web site.

Week 2: Collect information on paid advertising options.

Week 3: Finalize media strategies. Submit feature stories to media.

Week 4: Distribute media announcement to local and regional news media.

July

Week 1: Host a media tour and photo opportunity of the construction site.

Week 2: Distribute media announcement to local and regional news media.

Week 3: Submit feature stories to media.

Week 4: Continue community relations.

August

Week 1: First closure. Set up media stations at the end of the bridge.

Week 2: Evaluate closure. Continue media and community relations.

Week 3: Continue media and community relations.

Week 4: Second closure. Set up media stations at the end of the bridge.